

## PREFACE

In 1986 the Delaware Department of Transportation, in conjunction with the Federal Highway Administration, began an environmental assessment/4(f) evaluation of the Newport Gap Pike (Route 41) corridor between Kirkwood Highway (Route 2) and Milltown Road. The DelDOT study pinpointed the need for wider travel lanes and shoulders and sidewalk construction in order to improve pedestrian and vehicular safety. Several alternatives were investigated to mitigate any adverse effect on cultural resources while maintaining motorist safety. The route of the proposed road widening was found to impact all identifiable cultural resources. In accordance with Section 106 of the National Historic Preservation Act, archaeological and architectural assessments of the project area were initiated to identify those resources eligible for listing on the National Register of Historic Places.

Phase I and II archaeological surveys, undertaken by the University of Delaware Center for Archaeological Research, discovered three late-nineteenth century sites. These sites were deemed not eligible for the National Register because of their late date and sparse artifact assemblages.

An architectural assessment of the project area, part of the original DelDOT study, revealed that three structures eligible for listing on the National Register would be adversely affected. Two of the structures, the Andrew Jackson Williams House (2200 Newport Gap Pike) and the William Elliot House (2206 Newport Gap Pike), are in direct line of the proposed road improvement and will be demolished. The third property, Spring Hill (2311 Newport Gap Pike), will lose a triangular portion of land from the southeast corner of the parcel. Previous documentation compiled by DelDOT refers to this property as "The Cedars," but according to Mrs. James R. Morford, Jr. (daughter-in-law of a former owner), the house was called "Spring Hill" as early as the 1920s. For this reason, the house will be referred to as "Spring Hill" in this document.

As a result of these findings, a Memorandum of Agreement between the Advisory Council on Historic Preservation, the Federal Highway Administration, the Delaware Department of Transportation, and the Delaware State

Historic Preservation Officer was approved on 16 October 1986. This memorandum outlined the actions to be undertaken in order to mitigate the impact of the road improvement and subsequently led to the present study.

The purpose of this report is to document fully those properties in the Route 41 project area that have been determined eligible for nomination to the National Register of Historic Places. This documentation includes measured floor plans, 35mm and large format photographs, and the preparation of nominations for listing on the National Register of Historic Places. The measured drawings and large format photographs have been executed to Historic American Building Survey standards and will be submitted for retention in the Library of Congress. Originally intended as a synthesis of earlier studies of the project area, further research was required and greatly increased our knowledge of the area. Previous studies done by Priscilla Thompson, David Bachman, and Ellis Coleman proved extremely helpful. Fieldwork and report preparation for this study began in September 1987 and continued through January 1988. A glossary of architectural terms has been included for easy reference. Floor plans and sketch maps of the properties demanded a number of visits to the respective sites. We are especially grateful to Mr. and Mrs. Arthur A. Baum, who graciously allowed us access to their beautiful home for over four months. We would also like to thank Kevin Cunningham, DelDOT Archaeologist, and Stephen Del Sordo, Bureau of Archaeology and Historic Preservation Historian, for their guidance during the project.